

Acute Discomfort In Touring on New Jersey Roads

**Bad Conditions on Highways
to Coast Resorts Described; Raritan Bridge
Closing Causes Trouble**

It is, of course, remarkable that the bulk of road repairing is done in the height of the touring season. At that time, of course, it creates the most acute discomfort to the users of the roads, especially automobilists, and they naturally receive the very worst impressions of the territory through which they are passing. At this season of the year a great many motorists are driving through to New Jersey points, only to find that conditions could hardly be worse.

To begin with, take a trip such as that to Atlantic City at this time. If the motorist goes by way of Staten Island he arrives at Perth Amboy, to find that the bridge over the Raritan River between Perth Amboy and South Amboy is still being repaired. This gives him no choice except to drive fifteen miles to New Brunswick. At Metuchen he encounters the far-famed Lincoln Highway.

Of the four miles of the highway between Metuchen and New Brunswick two miles are in a deplorable condition. To begin with, a good deal of public notice has been directed to this section, so that the automobilist who has heard it is had may even be surprised that it is not nearly as bad as it could be. That is to say, there are occasional stretches between the rough spots which are almost smooth.

It makes the motorist wonder just what the Lincoln Highway is. If the Highway Association is responsible for these conditions it ought to be ashamed of itself and ought to spend some money on these roads. If, however, the Highway Association is not responsible, then at least it ought not to be able to claim credit for the good sections of the highway in New Jersey, but probably would do so anyway. The writer recalls a recent statement from the association which seemed to indicate that it was satisfied with conditions between New York and Philadelphia. Conditions are very fine, if the road is not being used.

The city of New Brunswick has every reason to resent the closing of the bridge over the Raritan River because no community was ever so shown up in the matter of rough streets as New Brunswick is since motorists began to come through there on account of the detour. Actually, the streets in New Brunswick are rougher than the road between Metuchen and New Brunswick, but now one of the very worst stretches has been closed for repairs.

From New Brunswick there are two choices. One is to return through South River to South Amboy, a very pleasant, smooth road, and then to drive through Keapport and Matawan to Freehold. Between Matawan and Freehold there is one very bad stretch, and another section where the road is entirely closed, necessitating the use of a very poor detour. The road for the last three miles before entering Freehold is remarkably good. This is a wide concrete surface and a truly permanent highway.

From Freehold through to Lakewood the road is wide, a little rough and highly uninteresting, and so, too, beyond through Toms River and Barnegat to New Gretna. Directly after leaving Lakewood a stretch is encountered of the very worst kind. The road is being repaired and enormous loads of material are being dumped on the stretch. This leaves a section wide enough for a single car to pass through, but the surface is so uneven and deeply rutted and very sandy. Cars can pass in one direction only at a time, and unless great care is observed the motorist is likely to find himself in a ditch.

After this stretch is passed there is nothing to hinder the automobilist on his way, and he finds himself soon at the entrance to the Assecon Boulevard, a splendid seven-mile stretch, leading directly into Atlantic City. Because of the closing of the bridge this trip is now about twenty miles longer than usual.

Coming back from Atlantic City to Long Branch good road conditions are encountered from Lakewood to Point Pleasant and the coast resorts. From Long Branch to New York City it is necessary to make several detours. There is one that leads around Eatontown and another which leads the automobilist into Matawan at a point on the main road to Freehold, where there is a sign warning against the road being closed at Holmdel. Motorists bound from Matawan would better take the road to the left instead of attempting to go straight on to Freehold.

The writer decided to return from New Brunswick and Metuchen by way of Newark instead of going through Staten Island. This was a very much mistaken choice, because although there is a splendid new state highway leading through Colonia and Iselin the road gets very bad again in the neighborhood of Rahway and Elizabeth, and is not particularly good between Elizabeth and Newark. The traffic is heavy and the road is unpleasant. It makes the trip from Long Branch to New York nearly eighty-five miles now and not a pleasing trip at that.

There is a great deal to be done in the way of improving the roads in the State of New Jersey, especially those most used by automobilists bound to coast resorts. A continuance of these conditions will undoubtedly mean great financial loss to the resort keepers, and they certainly owe it to themselves to see that improvements are made.

France Gets World's Greatest Wireless Plant

**Station at Bordeaux, Designed
and Built by American Army,
Goes to Government**

PARIS, July 26.—The Lafayette wireless station near Bordeaux, designed and erected by American forces during the war, has been turned over to the French government. It is the most powerful plant in existence, with double the range of the Annapolis installation.

The armistice found the station half completed, and so the completion has been slow, as the urgent need of it no longer existed. It is to be used as part of the comprehensive system planned by the French service for reaching all French colonial points by wireless.

Eight towers of structural steel, each within a very few feet of the Woolworth Building in height, are grouped in two rows of four to support antennae that cover an aerial surface about a mile long and a fourth of a mile wide. Each tower weighs 550 tons, as compared with a weight of 2,700 tons for the Eiffel Tower in Paris, which is only a fourth higher than the Lafayette structures.

The range of the station is more than 13,000 miles, half-way around the earth. Previously the largest French station was that at Lyons, which works easily with New York daily.

That Would Be a Real Feat
General Israel Putnam didn't do such a stunt descending that hill at Greenwich, Conn. We'd like to see him pull it off again.

Insurance Information Service to Motorists

Motorists who require information on matters relating to insurance of their cars can have their queries fully answered by applying to the Automobile Editor of The Tribune. Please give complete data as to year, model, make, price, etc., of the car and also what bumpers, fire extinguishers and the like are carried.

Bow Supports on This Car Made Removable

**Fashion of Keeping Top Up
Leads to Innovation by
Prominent Maker**

Due to the increasingly popular fashion of keeping the motor car top up at all times, the bow supports at the rear corners of one leading model have been made removable. They are carried in the tool box while the top is up.



up, a nicked filler screw being placed in their sockets. This gives a clean, straight neckline to the body. It will be noted from the illustration that the bow holders, when in use, are held immovably in place by a special type expanding steel plug.

Test for "Divining Rod"

PARIS, July 25.—The "divining rod" has figured so often in the location of water that the French Academy of Science has appointed a commission to determine whether the "rod" is a scientific instrument or a relic of superstition. A trade paper offered funds for the inquiry and the commission has been organized with a number of prominent scientists as members.

Penalty for Record Making

An automobile dealer who advertised a record-breaking trip from Albany to Saratoga is now threatened with arrest on the complaint of the New York State Automobile Association. His trip was at the rate of thirty-nine miles an hour and attention is called to the motor vehicle law which states that any speed in excess of thirty miles an hour is presumptive evidence of reckless driving and is prohibited.

The Cheapest Isn't the Best

A great sermon could be preached on the subject of the real economy of buying a car for worth rather than price. But, pshaw, who'd listen?

Outing at Wag's Next Month

The annual outing of the Automobile Dealers' Association will be held on September 10 at Fred J. Wagner's farm, at Smithtown.

Belief in Signs Is Stretched by Roadside Posts

**Disagreement About Dis-
tances Among Boards
Collected Together An-
noys the Automobilists**

Roadside signs are intended to be of assistance to the touring motorist, but it would be a good idea to wipe out most of the signs which are now posted along the highways, or at least to insist upon a better agreement among them. There is nothing more exasperating to a man driving along the road and anxious to reach his destination to find differences as high as seven miles between signs posted within a few hundred yards of one another.

For instance: All the way to Atlantic City one company has posted advertising signs at intervals indicating the mileage to Atlantic City. Another company has done the like and yet where one shows, for instance, eighty-five miles still to be covered, another sign of the other company, less than a quarter of a mile away, shows seventy-seven miles.

It is no unusual thing to see three or four advertising signs of business houses of one kind and another grouped at a corner, and all of them showing a different mileage to the same point. If these signs are to indicate the exact distance to the particular store of the advertiser it might be well to say so. But as roadside information, it is not only not helpful, but distinctly annoying.

Another suggestion that might be made is the elimination of signs indicating township limits. The writer's experience has been that the moment a stretch of particularly bad road is encountered this is the limit of a vil-

lage. For instance, on the road leading into Freehold, where the good concrete comes abruptly to an end, there is a sign to say that this is the town limit of Freehold. Highly unnecessary. A motorist with his eyes closed could realize he had come to a village limit at once. Most of the towns apparently run out of money for streets long before they get through spending it for signs.

Seriously, it would be a very good idea to clean up the entire existing system of highway signs and to permit the posting of those only that give accurate information as to the exact distance to the corporate limits of the cities indicated, or otherwise to specify from what and to what points the indicated distances are measured.

Under present conditions it is like the famous and venerable anecdote of the man who walked along the road and saw a sign reading "Eight miles to Frenchtown" and after another hour's walk saw another sign which read "Eight miles to Frenchtown." He said, "Thank God, we are holding our own."

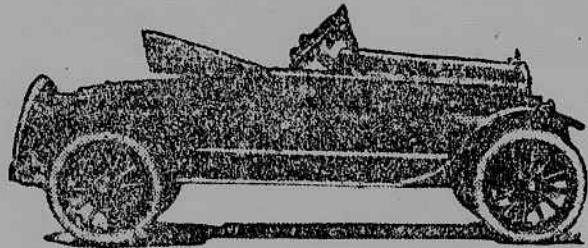
National Park Highway, 4,500 Miles, Opens Soon

The opening of a 4,500-mile continuous motor boulevard connecting eleven national parks in the West is set for August 25 in Denver. The National Park-to-Park Motor Highway, as it has been designated, traverses nine Western states and forms the longest scenic boulevard in the world. Congress will be asked sooner or later to hard surface this highway, composed of parts of transcontinental trails and connecting roads.

There are Federal officials, including Stephen T. Mather, Director of National Parks, who are confident that the establishment of this continuous motor highway, defining, as it does, a rough circle through almost half the area of the United States, will be the first step toward a system of Federal highways running from coast to coast.

Motorists Light Lamps To-day,
8:28 P. M.

Monday, Aug. 16, 8:27; Friday, Aug. 20, 8:27; Tuesday, Aug. 24, 8:26; Saturday, Aug. 21, 8:26; Wednesday, Aug. 18, 8:24; Sunday, Aug. 22, 8:24; Thursday, Aug. 19, 8:23; Monday, Aug. 23, 8:23. This calendar is for New York City and the metropolitan district.



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Immediate Deliveries

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The Crow-Elkhart provides a liberal range of power, made possible with a sturdy light-six motor, and a staunch long-stroke four.

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Not until you have actually driven a LAFAYETTE will you have true gauge of its merit. Then you will understand why we have stressed repeatedly the car's competent engineering.

PORTER-LAFAYETTE CO., Inc.
1763 Broadway at 57th St., New York



LAFAYETTE MOTORS COMPANY
at Mar: Hill, Indianapolis

To Pittsfield by "Inland Route" to The Berkshires

**Air Line Road Follows Har-
lem Valley for First One
Hundred Miles and Then
Goes Into New England**

The inland route to Pittsfield is as near an airline as can be laid out over existing roads, up from New York City through White Plains, Bedford, Pawling and the Dovers, New York; Lakeville and Canaan, Conn.; Great Barrington, Stockbridge and Lenox, Mass.; to Pittsfield, the "Heart of the Berkshires." For about the first hundred miles it follows the general course of

the Harlem Division, New York Central Railroad, through what is popularly known as the Harlem Valley. The country traversed, mostly in the extreme eastern part of New York, with short connections in Connecticut and Massachusetts, is a buffer district between New England and New York, and an interesting combination of old and new.

One advantage of this route, according to the touring bureau of the American Automobile Association, is the ease with which it may be followed throughout. There are no intricate sections where the first-time visitor will be obliged to figure out the "best way." By using the intermediate road above city line, Mount Vernon and Yonkers are both avoided, and a fairly open country is traversed into White Plains. For a suburban district, this outlet is remarkably direct and simple.

Running north from White Plains, a short detour will be encountered near

Valhalla. Winding, but good and scenic road, leads through Bedford and the reservoir district to Brewster, where the easterly line to Danbury and Waterbury is left and the main route continues through Pawling and the Dovers to Amenia and Millerton. Turning northeast at this point, an interesting diagonal course is taken through Lakeville, Salisbury and Canaan to Sheffield and Great Barrington, Mass. Here, in the course of less than fifteen miles, this route lies through three states.

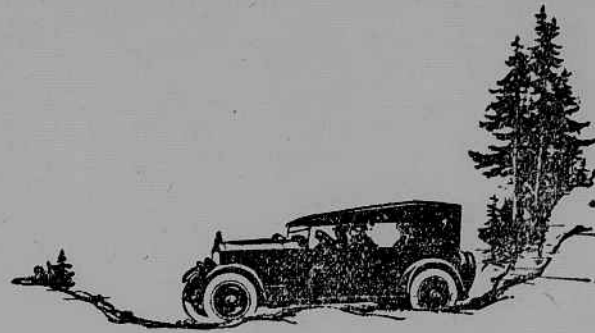
Beyond Great Barrington the tourist follows the familiar way up through Stockbridge and Lenox to Pittsfield, from which good roads lead in all principal directions. One bound for the North Adams gateway, to the Mohawk Trail, or for Manchester, Rutland and north, will continue almost direct through Pittsfield.

For a return trip along the Hudson, a turn westward will be made through the Lebanon to Albany or Troy, or by reversing the going route to Great Barrington, Torrington, Waterbury, Danbury, Bedford and White Plains.

A round trip over this group of routes to and from Pittsfield will average from 300 to 400 miles, according to the way used on the return.

Get Ready to Shovel Snow
With weather like this, snow seems far enough away. However, the National Automobile Chamber of Commerce, through its highway committee, is already urging all highway officials to lay their plans for snow removal in the coming winter. Higher railroad rates and shortage of freight equipment will, as always, throw the burden of hauling upon motor vehicles, so that this is, after all, none too early a time to begin planning.

"This Car Doesn't Skid"
Any wet day will prove that there still are autoists who don't believe chains are necessary. You can see their cars ditched or smashed against curbs. But each succeeding rainy day reduces the number—by increasing the necrology.



YOU may never want to drive in traffic as slowly as two miles an hour in high. But if you wish to, you can, in the National Sextet. Again, you can accelerate from two to forty miles an hour within a city block. And when brakes are applied, the car rolls to an accurate stop without jolt or sound.

Touring Car, \$3,750 Phaeton, \$3,750 Roadster, \$3,750
Coupe, \$4,900 Sedan, \$4,950 F. O. B. Indianapolis

POERTNER MOTOR CAR CO., Inc.
1759 Broadway, New York 524 Broad Street, Newark, N. J.

National
Twentieth
Successful Year

ONE-HALF MILLION BUILDERS OF GOOD WILL

Dodge Brothers business has just reached and passed another milestone in its history.

In a little over five years more than one-half million Dodge Brothers Motor Cars have been placed in the hands of owners.

If this sales record represented the appeal of a price, the total would not be particularly impressive.

The important thing is that the car is not thought of in terms of price, but in terms of value.

How often you hear the car spoken of—and how seldom the price!

It is the quality of thought that surrounds it which makes this success noteworthy.

Because people think well of these cars, it is still impossible for Dodge Brothers to build enough of them.

Seldom has there been a finer example of the force of friendly thoughts.

It is an inspiration and an encouragement to build well—because the reward, in America, is so great and so sure.

With nothing but good will toward them in American homes—how could Dodge Brothers do less than they have done?

Nothing has checked or hindered for so much as a single week, the continued bestowal of this recognition and reward.

The eagerness to own the car is greater today than it ever has been.

The reason is not far to seek.

Take first the mere numerical ownership.

Remember that the satisfaction of one-half million owners is not casual, but deep and profound.

Multiply them by the average family of even three.

Remember that all of these are warm friends.

Then think of that leaven of thought leavening the whole mass.

You will begin to understand, then, why Dodge Brothers have been building new buildings ever since the business began.

You will understand why the works in which the car is built are still steadily spreading and expanding.

You will get an idea of how much men can do when the homes of America are solidly behind them.

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Colt-Stratton Company
1847 Broadway

BROOKLYN and LONG ISLAND
Bishop, McCormick & Bishop
1221 Bedford Ave.

NEWARK
Bonnell Motor Car Co.
562 Broad St.